

REGULAR COUNCIL MEETING APRIL 12, 2011

The regular meeting of the Council of the Town of Altavista was held in the Council Chambers of the Municipal Building, 510 Seventh Street on April 12, 2011 at 7:00 p.m.

1. Mayor Burgess called the meeting to order and presided.
2. Pastor Major A. Gilbert, Mount Obed Baptist Church, gave the invocation.

Council members
present:

Mr. J.R. Burgess
Mr. Ronald Coleman
Mrs. Beverley Dalton
Mr. Charles Edwards
Mr. Bill Ferguson
Mr. Jay Higginbotham
Mr. Michael Mattox

Mr. Ron Coleman arrived at 7:27 p.m.

Also present:

Mr. J. Waverly Coggsdale, III, Town Manager
Mr. Dan Witt, Assistant Town Manager
Chief Clay Hamilton, Police Department
Deputy Chief Kenneth Walsh, Police Department
Mr. John Tomlin, Public Works Director
Mr. John Eller, Town Attorney
Mrs. Mary Hall, Administration

3. Mayor Burgess asked if there were any questions regarding the agenda.

A motion was made by Mr. Mattox, seconded by Mr. Edwards, to approve the agenda.

Motion carried:

VOTE:	Mr. J.R. Burgess	Yes
	Mrs. Beverley Dalton	Yes
	Mr. Charles Edwards	Yes
	Mr. Bill Ferguson	Yes
	Mr. Jay Higginbotham	Yes
	Mr. Mike Mattox	Yes

4. Mayor Burgess asked if there were any questions regarding the minutes of the March 8, 2011 Town Council Meeting and March 28, 2011 Council Work Session.

A motion was made by Mr. Mattox, seconded by Mr. Ferguson, that the minutes of March 8, 2011 Town Council Meeting and March 28, 2011 Council Work Session be approved as presented.

Motion carried:

VOTE:	Mr. J.R. Burgess	Yes
	Mrs. Beverley Dalton	Yes
	Mr. Charles Edwards	Yes
	Mr. Bill Ferguson	Yes
	Mr. Jay Higginbotham	Yes
	Mr. Mike Mattox	Yes

5. Financial Statements

6. Public Comments

Mayor Burgess asked if anyone would like to address Council regarding any issue not listed on the agenda. No one came forward.

7. Special Items or Recognition

Mr. Coggsdale recognized Mr. John Pannell, Public Works Department, for his 20 years of service to the Town of Altavista.

8. Public Hearing

a. Special Use Permit Amendment—Dominion Power

Mayor Burgess advised this public hearing is to receive public comment on the request of Dominion Virginia Power to amend their special use permit.

Mayor Burgess opened the public hearing at 7:04 p.m.

Mayor Burgess asked Mr. Coggsdale if the special use permit request had been properly advertised.

Mr. Coggsdale stated it had been properly advertised.

Tonight, the Altavista Town Council will conduct a Public Hearing regarding the Special Use Permit Amendment request of Dominion – Virginia Power. In April 1989 Town Council approved a Special Use Permit to Ultra Cogen Systems, Inc.- now known as Virginia Electric Power Company. There were 21 specific conditions listed in the ordinance adopted on April 11, 1989. In early 2007, Dominion Power applied to amend the original conditions from 1989 to allow for an increased number of trucks to deliver to the site. This was done in conjunction with their decision to subsidize the burning of coal with wood chips and saw dust products. Council approved the amended SUP on June 12, 2007 with one new condition. He stated the basic portion of the request deals with an increase in truck traffic to the plant to accommodate the conversion of the plant from coal fired to the utilization of bio-mass.

Mr. Jerry Barbee, Altavista Planning Commission Chairman addressed Council stating the Planning Commission held their public hearing on March 28, 2011. Sixteen persons spoke, all in favor of the SUP. The Planning Commission members all vote unanimously in favor and are recommending approval of the special use permit with the following conditions:

SPECIFIC CONDITIONS

1. **Screening from Shopping Center.** VEPCO (formerly Ultra Cogen) shall provide and maintain screening along the northern boundary (between the shopping center and the facility site) consisting of a 6 – 8' berm, landscaped with white pine or other coniferous trees 10-12' in height, 15-20' center to center spacing. Trees must be planted within 90 days of beginning of construction. The screening shall be maintained by VEPCO (formerly Ultra Cogen) so long as the plant is in operation.
2. **Screening from Route 29.** *VEPCO (formerly Ultra Cogen) shall provide and maintain 10-12' white pines or other coniferous trees on northwestern border along Rt. 29, 15-20' center to center spacing. Trees must be planted within 90 days of beginning of construction. The screening shall be maintained by VEPCO (formerly Ultra Cogen) unless the plant is screened by other structures.*
3. **Color of Structures.** All structures shall be painted or otherwise colored earth tone colors to blend with the natural background.
4. **Noise Control.** VEPCO (formerly Ultra Cogen) shall provide noise abatement measures to minimize noise to neighboring areas, as indicated in Table 5 page 36 of the Environmental Assessment dated February, 1989 prepared by Ultrasystems Environmental Services and shall not exceed the following noise levels:
 - A. Construction period (approximately 24 months):
75-95 dBA @ 50 feet

- 65 dBA @ 500 feet
- 55 dBA @ 1,500 feet
- B. Plant Operations:

Overall noise levels determined by summing the sound levels of the individual components at their loudest operating levels:

- 95 dBA at 3 feet
- 51 dBA at 500 feet
- 41 dBA at 1,500 feet

5. ***Coal, and Biomass-Related Fuel Products Receiving.*** *VEPCO (formerly Ultra Cogen) may conduct on-site coal and biomass-related fuel products receiving and handling on such days and at such times as it deems necessary.*
6. **Improvements to Wood Lane.** VEPCO (formerly Ultra Cogen) shall construct, at its own expense, the Wood Lane entrance from Route 29 in accordance with state standards for tractor trailers after the appropriate right-of-way has been obtained by the Town of Altavista.
7. **Truck Traffic.** *See Paragraph 22.*
8. **Road between Lane Company and plant.** VEPCO (formerly Ultra Cogen) shall obtain an easement for and construct and maintain a gravel surface road between the Lane Company and plant site on the river side of the Norfolk-Southern tracks to be used for wood deliveries from Lane Company and incidental traffic.
9. **Air and Water Pollution Control, etc. compliance with all State and Federal Requirements.** Prior to project operation, VEPCO (formerly Ultra Cogen) shall provide to Town copies of State Air Pollution Control Permits, State Water control Discharge Permits, State Water Control Board and Army Corps of Engineers Water Intake Permits, VDOT permits, Norfolk-Southern Railway permits and signed easements including an easement for the steam line to the Lane Company. VEPCO (formerly Ultra Cogen) shall operate its water intake from the Staunton River in a prudent manner consistent with the permit conditions specified by the State Water Control Board and Army Corps of Engineers.
As an express condition of this Special Use Permit, VEPCO (formerly Ultra Cogen) shall at all times maintain compliance with the requirements of all said permits and violation of said permits shall constitute a violation of this Special Use Permit.
10. **Dust Control.** *VEPCO (formerly Ultra Cogen) shall provide on-site dust control measures to prevent fugitive ash, lime, coal and biomass-related fuel products from becoming a nuisance to surrounding land uses.*
11. **Erosion Control.** VEPCO (formerly Ultra Cogen) shall provide and adhere to a grading, drainage and erosion plan in accordance with, State and Town Erosion and Sedimentation Control Regulations.
12. **Plan for low flow in Staunton River.** VEPCO (formerly Ultra Cogen) shall provide a contingency plan for low flow in the Staunton River.
13. **Floodway protection.** All structures and/or modifications within the flood plain shall be designed and constructed so as to not increase flood levels upstream and to be in accordance with State Water Control Board and Town Regulations.
14. ***Coal and Biomass-Related Fuel Products, storage in flood plain.*** *If coal and biomass-related fuel products are stored in an area the elevation of which is below the 100 year flood plain, VEPCO (formerly Ultra Cogen) shall construct retaining walls or berms around the fuel piles listed above to height above 100 year flood plain elevation.*
15. **Ash Storage.** VEPCO (formerly Ultra Cogen) shall allow no ash storage on site outside enclosed silos.
16. **Glare from lighting.** VEPCO (formerly Ultra Cogen) shall shield the security lighting to minimize the nuisance to neighboring areas.
17. **Site Security – construction period.** VEPCO (formerly Ultra Cogen) shall provide an on-site security system during construction and operation of facility.
18. **Site Security.** VEPCO (formerly Ultra Cogen) shall provide a 6 foot high chain link security fence around all active work areas of the plant and all areas where dangerous materials are stored.
19. **Fire Control.** VEPCO (formerly Ultra Cogen) shall provide all fire control measures required by its insurance carrier and by the State Fire Marshall.
20. **Relocation of utilities.** All Town utilities which are relocated due to the construction and operation of the facility shall be relocated at the expense of VEPCO (formerly Ultra Cogen).
21. **VEPCO's (formerly Ultra Cogen) obligation in event of cessation of operations.** In the event that the plant ceases to operate for a reason other than repairs or other purpose consistent with the immediate renewal of operations and said shutdown period exceeds one year the facilities shall, within two years after the expiration of said one year shutdown period, be sold or transferred to another company which owner-operator will begin operations within a period of one year after said transfer. In the event that the said shutdown occurs without a renewal of

operations within the stated periods VEPCO (formerly Ultra Cogen) shall, at its expense, within two years of the date of an order to do so from the Town Council remove the facilities (demolish the plant) and clear the site.

During any period of cessation of operations VEPCO (formerly Ultra Cogen) shall keep the site secure for the safety of the public.

22. **Coal and Biomass-Related Fuel Products deliveries via truck.** A maximum of 50 trucks per day (on a rolling 30-day average) delivering coal and biomass-related fuel to the facility may enter the Town of Altavista from the south end of Town and proceed along Pittsylvania Avenue and north along U.S. Business Route 29 (Main Street) to the facility. All other trucks delivering coal and biomass-related fuel to the facility originating from the north, west, or south of the Town of Altavista shall enter the Town utilizing the U. S. Business Route 29 Bypass at the north end of Town and proceed south along U.S. Business Route 29 (Main Street) to the facility.
23. **Temporary Relief from Restrictions.** In the event that circumstances beyond the control of VEPCO (formerly Ultra Cogen), including, without limitation, emergencies, road or bridge construction, closures and/or weather events, cause on-site fuel storage to fall below a 7-day supply, the restrictions of Paragraph 22 shall be temporarily suspended until on-site fuel supply has been restored to a 10-day fuel supply, and in such event VEPCO (formerly Ultra Cogen) shall notify the Town Manager of Altavista, Virginia, or his/her designee (the "Town Manager") thereof.
24. **Parcels Affected by Special Use Permit; Site Plan.** That certain site plan attached to the original Special Use Permit, as amended on June 12, 2007, which is dated January 31, 1989 and entitled "Overall Site Plan Ultra/Cogen Altavista" is hereby amended, superseded and replaced by that certain site plan entitled "Drawing Showing Conceptual Design of Proposed Improvements on Parcel 84-A-12 & a Portion of Parcel 84-A-8D Owned by Frazier Estate Corp. & WS Frazier Lumber Co. Inc., Vista District, Campbell County, Virginia", and prepared by Dominion, Fossil & Hydro Technical Services, a copy of which is attached hereto as Exhibit A and made a part hereof by this reference.
25. **Definition of Biomass Related Fuel.** "Biomass related fuel" shall mean, for the purposes of this Special Use Permit, wood, wood waste, wood manufacturing industry byproducts, and/ or other organic plant material but shall exclude municipal liquid and solid waste (sludge), animals or animal waste.
26. **Height Limitations.** The storage of coal and biomass related fuel pile shall not exceed 100 feet in height above grade level of the parcels shown thereon and equipment/conveyors used in connection with storage and transferring of the biomass related fuel shall not exceed 150 feet in height above grade level of the parcels shown thereon.
27. **Screening from Adjacent Parcels.** VEPCO (formerly Ultra Cogen) shall (i) construct a berm with height(s) as high as good engineering practices allow taking into consideration the available space between the transmission easement and the boundaries between Tax Map Parcel Number 84-A-12 and Tax Map Parcel Numbers 83A-41122-6, 83A-41122-19 and 84-A-12B and (ii) plant trees and/or vegetation atop such berm. VEPCO (formerly Ultra Cogen) shall construct the berm within 45 days of the commencement of construction of improvements to the facility contemplated by the attached conceptual plan, and VEPCO (formerly Ultra Cogen) shall plant the trees and/or vegetation atop the berm within 120 days of the commencement of such construction. VEPCO (formerly Ultra Cogen) shall, at its option, either (i) construct an opaque fence or (ii) plant trees (which trees shall not exceed 10 feet in height when mature) along the boundary between Tax Map Parcel Number 84-A-12 and Tax Map Parcel Number 84-A-13. VEPCO (formerly Ultra Cogen) shall maintain the berm and the vegetation, trees and/or opaque fence.
28. **Improvements to the Intersection of Main Street and Wood Lane.** VEPCO (formerly Ultra Cogen) will commission a traffic study of the intersection of Main Street and Wood Lane, to be performed by a qualified third party traffic engineer, to determine whether improvements to the intersection will be required to accommodate the anticipated increase in traffic levels at the facility (the "Study"). Once completed, VEPCO (formerly Ultra Cogen) shall review the recommendations, if any, proposed by the Study with the Town Manager and the appropriate officials of the Virginia Department of Transportation. VEPCO (formerly Ultra Cogen), at its expense, will either accept the recommendations of the Study or consult with the Town Manager to develop alternative solutions that are mutually acceptable to VEPCO (formerly Ultra Cogen) and the Town Manager. If VEPCO (formerly Ultra Cogen) and the Town Manager are unable to reach a mutually acceptable solution for improvements to the intersection prior to the facility's receipt of biomass related fuel necessary for commencing regular commercial operations, then the facility will not receive such deliveries of biomass related fuel until VEPCO (formerly Ultra Cogen) and the Town Manager reach a mutually acceptable solution regarding the recommendations of the Study; provided, however, the facility shall not be precluded from receiving or processing such biomass related fuel due to delays beyond the control of VEPCO

(formerly Ultra Cogen) in constructing and/or implementing such mutually agreed upon solutions.

29. **Contribution to Modifications to Intersection of Pittsylvania Avenue and Main Street.** *VEPCO (formerly Ultra Cogen) shall reimburse the Town of Altavista, Virginia, for relocating and/or repainting the existing “stop bar” for northbound traffic on Pittsylvania Avenue the intersection of Pittsylvania Avenue and Main Street in the Town of Altavista, Virginia, in an amount not to exceed Ten Thousand and 00/100 Dollars (\$10,000.00), provided that such relocation and/or restriping work is commenced within five (5) years of the date hereof.*

Mr. Barbee stated four conditions were modified (Nos. 5, 7, 10 & 14) with eight conditions being added. After reviewing the modifications and conditions, Mr. Barbee advised of the reasons for the Planning Commission’s decision:

1. Economic, jobs, revenue, benefits to companies and farmers involved
2. Balance the power requirements within Virginia
3. Renewable fuel – more so than coal
4. Burns cleaner and better for the environment
5. Ecological balance
6. Potential to attract steam host entities
7. Cleans areas cut for new “greenery” to be planted – reforest
8. Economic development tool – seek to expand economic base within the Town

Mr. Jim Eck, Vice President of Business Development, Dominion Power, addressed Council thanking them for the opportunity to speak to them. He stated this has been an intensive process so far; a lot of information has been developed and shared; including a traffic study, Dominion’s commitments related to traffic, and other considerations and an economic analysis with the positive effects of the proposed conversion of the Altavista Power Station from coal to biomass. He summarized the project stating the main attributes it will deliver. It will deliver near term benefits to the region, provide economical energy to Virginia Power’s customers, and will expand renewable energy production in the Commonwealth. Mr. Eck discussed two key issues for consideration: first, why is Dominion asking for Council’s vote tonight on the special use permit and secondly the considerations regarding potential future economic development for the Town of Altavista. He stated the special use permit needs to be approved as soon as possible. Before submitting the SUP, Dominion had to see if it would make sense for their customers, including the customers here in Altavista, make sure it made sense for the stakeholders and for the environment. More importantly they want to be able to put together a proposal to present to Council that would add value to the community. He felt they had done this, so now they need to meet a schedule to develop the project and that’s why they asked for the consideration for approval at tonight’s meeting. The key date for the conversion is at the end of 2013, by that time Altavista needs to be up and running with environmentally clean and renewable biomass. This is the same dead line as the other announced conversions in Hopewell and Southampton, Virginia. By packaging these three conversions from coal biomass, we can proceed and deliver and prove economics and efficiencies but to meet that schedule, they have to negotiate the construction contract, file an air report with the Virginia Department of Environmental Quality and needs approval from the Virginia State Commission Corporation and then there has to be a full year to meet the conversion. Any delays at this point jeopardizes scheduling so why the end of 2013? The reason is to save the customers, including the Town of Altavista residents’ money. The federal government has a production tax credit designed to encourage the use of renewable fuels. These tax credits will amount to savings of approximately \$32 million over the first ten years of the station’s operations and will be passed on to the customers. Dominion and the shareholders do not receive that tax credit; it goes directly to the customers. The credit is important also in securing the approval from the State Commission Corporation. The Commission must decide if our proposal, the proposal that is being presented for all three conversions, is reasonable and prudent. We will look at the impact these conversions will have on a customer’s bill. The tax credit will be passed on to the customers and lowers the operation of the station will be viewed as positive as value for the customers with these conversions. The tax credit does expire December 2013; which is the reason for the end of 2013. The station must be up and running by this time to secure the benefit of the tax credits for the customers. The additional economic benefits for this Town related to the approval (some

of which were included in the packet) \$140,000 in additional annual tax revenue, 30 or more good paying jobs. Dominion recognizes this project is not under the scope of several lost businesses over the last two decades, Lane Furniture, Burlington and A.O. Smith. The Town of Altavista's prospect of attracting another large industry requiring steam source is much better with Altavista operating than idling. Why is that? Once the station was operating on coal, it operated 20 or 30% of the time. That is not a sufficient production to attract the steam supply and make it a practical steam supplier. When converting to biomass, it is projected that this facility will run 90% of the time so it will be attractive and have a predictable steam supply. He stated Dominion has a high respected and high professional economic development group. With Altavista up and running, the department will work closely with the Town, Town Council and Economic Development to find and attract a steam host. He stated the results could not be guaranteed but that it was in the best interest of Dominion, customer's best interest and the Town's best interest, for everyone to work together to pursue partners and bring those partners in to the Town. Mr. Eck closed with the conversion makes excellent sense for the Town, the region, the environment, and the customers. He asked for Council's support to ensure the benefits are secured and asked for the support tonight. A business decision needs to be made by Dominion prior to the next Town Council monthly meeting. Dominion needs clarity from the Town as to whether they will be included with the other two conversions. This clarity is needed by the end of April, 2011. The reason being, if they don't have approval on the SUP, they need move forward with negotiating the contracts without Altavista included. Mr. Eck asked Council for their consideration tonight.

Mr. Emil Avram, Dominion Virginia Power Director of Business Development, presented a power point presentation to Council summarizing the details of what they are proposing. Why approve the proposed SUP? Mr. Avram stated Dominion believes this is a very strong project; they are committed to the project due to the economic benefits locally and regionally. Thirteen commitments have been made to the Town of Altavista, many at the Town's request. Several were made at the Planning Commission meeting on March 28, 2011 with several commitments being added since that meeting. By approving this SUP, Dominion anticipates truck traffic between Altavista Power Station and Pittsylvania Power Station will drop. That is believed because there will be a natural segregation of trucks traveling from the north to Altavista Power Station and haulers delivering from the South and East tend to go to the Pittsylvania Power Station. This project will restore 25 well paid jobs at the facility, increase local tax revenue by approximately \$7 million for both the Town and County. This is a low cost source of electricity compared to other options. It is anticipated to create over 100 jobs in the forestry and trucking industries. This will create environmental benefits from the conversion and will provide free fly ash produced from the facility to local farmers. Mr. Avram stated the three proposed facilities are Altavista, Hopewell and Southampton. He mentioned a press release was sent out April 1, 2011 disclosing the three facilities in the plans for conversion. Mr. Avram mentioned there is a lot of support in the state level as well. It is anticipated there will be significant economic benefits in total for all three facilities in the magnitude of \$360 million. What does the conversion require? Currently the facility is capable of producing 63 megawatts running on coal, there are significant environmental controls in place. After the conversion, the facility's maximum output would drop to 50 megawatts and would operate entirely on wood fuel. The conversion would require installation of a new fuel hopper, conveyors, chute and feeder delivery system for wood, truck unloading and weighing systems, and a new fuel pile located to the south of the existing facility. Mr. Avram stated the schedule is important because there are certain activities that will occur between now and the end of June. It will require negotiation of a construction agreement. They plan to have bids in within the next two or three weeks from our construction bidders. Those bids include all three facilities in one package. Dominion needs to know whether or not to begin negotiations with all three facilities. An air permit has to be filed for in May which requires quite a bit of work to be done to model the visions of the facility and proceed with an application to the Virginia Department of Environmental Quality at that time. He stated the economic benefits include jobs and increased tax revenue. He stated overall it would be \$1.7 million over the 30-year life of the plant. Mr. Avram stated there are other economic benefits that may result; the opportunity to attract other steam host—by operating this facility at a more regular consistent level, lower cost steam can be provided then what

would be available from other sources. Mr. Avram stated Dominion has been asked what the biomass fuel pile going to look like. He stated the pile would be no more than 100 feet in height.

Mr. Mattox questioned the number of acres used.

Mr. Avram stated it is about 15 acres of land that is needed for the entire area, for unloading, the fuel pile.

Mr. Mattox questioned the number of acres used for the fuel pile.

Mr. Avram presented a map outlining the fuel truck traffic routes. Many options were looked at to bring fuel to the site, knowing this was a concern in 2007, including alternate routes which ultimately went through residential areas which Dominion did not feel was appropriate, non existing roads were not an option either. A lot of options were considered for traffic routes but none were feasible. He said a study of the Main Street area was conducted as recommended by the Planning Commission. AE Com completed the study and utilized Virginia Department of Transportation historical data as well as data that was acquired from the field. The conclusion of the study on the Main Street and Wood Lane proposed by the 125 trucks coming and going (a total of 250 trucks) showed a 1% increase in traffic on Main Street.

Mr. Avram summarized the 13 commitments stating Dominion would work with biomass suppliers and haulers to encourage southbound biomass fuel deliveries be directed to Altavista Power Station, and northbound biomass fuel deliveries be directed to Pittsylvania Power Station: limit inbound wood fuel delivery trucks coming north along Main Street of a maximum of 50 per day on a 30-day rolling average, remainder of inbound wood fuel delivery trucks to enter town from northern-most exit onto US 29 Business and proceed south along Main Street to Altavista Power Station. Jointly explore other alternatives to delivery biomass fuel through the Town of Altavista Power Station, through a committee formed by the Town of Altavista which will include Dominion Power representatives, no trucks delivering biomass fuel to the Altavista Power Station are to travel on Bedford Avenue, Lynch Mill Road or Clarion Road within the Town of Altavista. Up to \$10,000 will be provided by Dominion to restripe appropriate lanes to address the local safety concerns, worked with VDOT to pull in the potential geometric improvements to the intersection at Pittsylvania Avenue and Main Street, traffic study was completed, as a result of the study, the relocation of the fire hydrant in the northeast quadrant of Wood Lane and Main Street is necessary and Dominion would reimburse the Town for that cost, work with the Town and local economic development officials to jointly attract new businesses seeking greater sources of renewable electricity, provide free wood ash produced by the facility to the local farmers, install berms, trees and fencing around the facilities. Mr. Avram, in closing, stated Dominion seeks Council's vote to approve the special use permit tonight or certainly by the end of April. He stated Dominion felt this would be a positive move for the community.

Mayor Burgess asked that questions be held until everyone had spoken and limited each person to three minutes.

Mr. Mike Davidson, Director of Economic Development Campbell County, 2273 Sugar Hill Road, Brookneal, addressed Council stating, "A number of the comments I was going to mention tonight have already been said and knowing the number of speakers there are I am stating the only differing point. Mr. Davidson emphasized the potential the project could bring in marketing in this area, in Campbell County and the Town of Altavista. I am sure you are aware that the Altavista Chamber of Commerce has a desire to attract a Data Center. The Town authorized the Economic Development is interested in doing more marketing in attracting new industries. All of these take marketing. Presently Campbell County is doing more marketing than any other jurisdiction in Region 2000 and doing it on a very limited budget. In today's marketing environment if you want to be successful, you no longer market a community there are tens of thousands of communities across the U.S. as well as throughout the world that claim to have the best quality of life, best place to live, and the greatest place to grow your business. What you do in marketing now in trying to grab attention is try and find a way to differentiate

yourselves from all the others that are marketing as well. What you do is you market a site, you market a building or you market a solution to a client's needs. You have to find that distinct advantage that separates you from everyone else. One such advantage is abundant, low cost green energy. There are few communities that can market the position of having two power facilities within a one mile radius of one another, much less having two green energy facilities with those parameters. Projects such as data centers with the new renewable energy center sector which consist of solar power manufacturers, consist of wind power and turbines are looking for places that provide green opportunities that provide energy. They realize their clients, the end users for their solar products, the end users for the wind generators are going to be looking at where and how the product is made and they want to make sure their product is made in a place that is environmentally safe. I submit to you that I know you have a very difficult decision to make, but this is one thing that could make a substantial difference in being able to market this area. Thank you."

Mayor Burgess recognized and welcomed Senator William Stanley.

Senator William Stanley addressed Council and briefly stated to Council what he has been working on with this project and with the transportation, knowing the transportation, the truck issue, is a major issue. He has been speaking with the Commissioner of the Department of Transportation, Secretary Sean Connaughton, Commissioner of VDOT and the Commonwealth of Virginia stands prepared to assist the Town of Altavista if it so chooses to allow this plant to move forward with the transportation needs at Pittsylvania and Main specifically in the six year plan medications were made planned by VDOT for the secretary and commissioner would like for Council to know as well as the Governor that they will accelerate those plans to make sure all necessary changes at Pittsylvania and Main will be made prior to the opening of this plant. In addition there is some concern that an access road that runs along the old Lane plant and perhaps the use of that to bring those trucks off the main thoroughfare out of the way of the Town. Senator Stanley made Council aware of some issues; there is a commitment between the Commonwealth of Virginia and the Department of Transportation, himself and Dominion Power to make sure everyone works together to see if the plan can be approved, that is the alternative to keep working towards. There are some upgrades that need to be done and with the transportation package the Governor just passed there will be infrastructure bank funds available to give out grants to small communities, no interest loans or low interest loans to communities and businesses in order to accomplish transportation needs that facilitate growth such as this would bring. He felt that not only was this a good idea but the ability to bring new energy technology jobs and the partnership that both the Commonwealth of Virginia, Dominion and this Town can have to bring those new energy jobs to this area are crucial and critical to the vitality and viability economically in this area. He was happy to report the Pittsylvania issues will be solved before the opening of the plant in 2013 and he believed all could work together in a partnership.

Mr. David Martin, 34581 US Hwy 29, Gretna, Virginia, addressed Council. He stated he came to Altavista and the Altavista Fire Station in February 22, 1993 and lived in Danville at the time when he took the job. In 1995 he was looking for a place to move his family to. Altavista was booming then and the housing market was completely different then from today but not being able to find the place I wanted in Altavista, I bought a small farm just outside of Altavista in the Motley/Sycamore area, built a house on it, and moved my family to this area in 1998. My whole family became very involved in volunteer work and I was laid off from the Altavista Power Station in November of 2010. I provided community service to Altavista and Hurt areas over the years. In 1999, he became secretary of the Hurt Volunteer Fire Department and was on the Board of Directors to 2009. He is still an active member of the Hurt Volunteer Fire Department. In May of 2001, I became a volunteer member for the Altavista Life Saving Crew. In the last couple of years, the Altavista Life Saving Crew operates mostly pay crews. He stated he is still one of the volunteers actively running calls with Altavista Life Saving Crew. Other co-workers he works with at Altavista also give their time to do community service for Altavista, such as Mike Nuckles. Mike's over here. He's been on the road making a better Altavista for years. Altavista Power Station is one of the highest taxpayers in the town over the years. Altavista Fire Station and its employees approve that it is an asset to the community. He hoped that all the Town Council members will be

for creating these 25 plus jobs that are desperately needed in the Altavista area and vote yes. He thanked Council members for their time.

Drew Dickenson with Carter Machinery, 2619 Oregon Avenue in Roanoke, Virginia, stated he was a little bit of a stranger here in the community. I represent Carter Machinery, a local service provider over here. We have mutual customers both in Dominion Power and with a lot of the gentlemen that are here in the room that stand to benefit over here if this proposal goes forward. We, as a company, are very excited by the prospect over here of the development here in the community and certainly the opportunities that it provides for our mutual customers here in the area. I apologize for my nervousness. I was told when I walked in that that was the seating chart I was signing and not the speaking arrangement. But, again, you know, certainly coming in here, we have been very, very impressed through the years with the business minded approach over here of the communities in the area. We certainly thank you for all the opportunities that have been put out there and for the great customers we have been able to enjoy. We are very excited over here about the proposal and about what it would mean both to the local economy here and to our customers and the men and women over here that make up the community. Thank you for your time and the opportunity to speak in front of you.

Benny Nash, 998 Gladys, 24554, addressed Council advising he e-mailed Council a letter yesterday. He read a portion of this letter: The local forest products' industry has experienced difficult economic times in recent years. The opportunity to help supply fuel for the power generation plant can provide a huge economic stimulus for our region and the citizens who rely on forest products for their livelihoods. It also allows our communities to help meet energy needs with local resources while producing dependency on unstable and expensive sources from outside Central Virginia and the United States. This is a win/win opportunity for Campbell County. I strongly urge you to approve this rezoning request. Sincerely, W. Sonny Merriman, Jr., W. Merriman, President and CEO. He stated just on a personal note, he knew where these men come from. He used to cut wood. He knows what it's like to go out and borrow money for a piece of logging machinery and have to be out there in the mud, the ice, and the cold because you have to make that payment. He knew what it's like. These people face a lot of uphill battles you all don't know nothing about. They may be in the woods and they may get a notice that their rate of pay for a ton of wood has been dropped without any warning. They may get a notice they are going to cut them. Then they may get a notice don't come back, we are full. Anything that you can do to help these people would greatly be appreciated. Thank you.

Mayor Burgess called on Mr. Sonny Merriman

Mr. Merriman declined to speak.

Mr. Bill Keith declined to speak.

Mrs. Agnes Anderson, 105 River Road, Altavista addressed Council. She stated she was all for growth and when she heard jobs were coming to Altavista, she got real excited. She was concerned about safety. Her main concern is about all the trucks on Main Street. Her business, as you faces Main Street. She sees day-to-day cars coming out of other businesses like Hardee's and all. So many older residents, as we all end up being, that seeing them come out and wait for the traffic we already have, was a concern for her. She asked if VDOT has done a highway safety study. She knew they had done a study on the street itself.

Mayor Burgess advised questions would be answered later.

Mrs. Anderson stated that's what she was mostly concerned with is the traffic and all that. Also she wanted to know if the other two plants have been approved. Are we the last ones?

Mayor Burgess stated that was a good question and would allow that to be answered now. Have both those other plants been approved?

Mr. Avram replied not yet. One facility is going through a similar process with the final anticipated decision on April 25th. And the third facility -- that's local government. The third facility in Hopewell does not require any local approval.

Mr. Mark Younkin, 1419 Hillcrest Street, Altavista addressed Council. He advised he is the president of PCM Industrial Services, an Altavista company. He spoke at the Planning Commission meeting the night they moved forward on this. He wanted to repeat some of the things he said that night. The State of Virginia is operating in a deficit of power. This plant remaining online and being opened back up will help to decrease that deficit. This plant will also allow economic development to establish businesses in the area. Altavista has to be concerned about Altavista and its citizens, but Altavista does not operate in a vacuum. Altavista is part of a region. I think the approval of the Special Use Permit will be a plus for the region. It will be a plus for Altavista in the future for economic development. Altavista has a huge history of manufacturing and industry. He stated he believed not allowing this plant to reopen sends a clear message that we are hesitant to go forward with industrial development, and I believe that's a mistake. It was his hope that the Town Council considers approving this Special Use Permit. Thank you.

Mr. Mike Nuckles, 158 Mill Acres Drive, Lynchburg, Virginia, he stated though he is not a town resident, he has been a member of the Altavista Rotary Club for 10 years. He is actively involved in the Altavista community. He was a plant manager when Altavista was placed in the coal reserve. He had the unfortunate task of laying off his co-workers. He said you've heard a lot tonight about numbers. I want to talk to you about people. At a place where you have 285 workers, you get to know everyone and their families, their ups and downs, what they are going through in life. I think about the guy whose wife is expecting a baby, the guy who is getting custody of his little girl and purchased his first home, the guy who took over his parents' mortgage so they would not lose their home. I had to look these people in the eye and tell them they no longer had a job. It was the toughest moment of my life. I can tell you that. Now you have the opportunity to bring jobs back to Altavista. You have the ability to put 25 people to work. I ask you not to look at this as a number but people being able to provide for their families and paying the rent and buying groceries. The construction jobs, though short term, may give someone a lifeline, that job they need to get their head back above water. People that come in to support the construction, they are going to need a place to stay, places to eat, more money coming into the Altavista community. Another number we keep hearing about is 125 trucks. In every one of those trucks is an individual trying to make a living going to work just like every one of us, trying to provide for their family. Many of these people choose to shop in Altavista. So while numbers show this project is good for Altavista, we need to do more that brings jobs. If you need more convincing, think about the people. One of our Rotary projects is to deliver food baskets at Christmastime. This past December, we delivered over 100 baskets to needy families in Altavista. Many more needed them, but that was all we were able to do this year. So for the benefit of the people, I ask that you approve this Special Use Permit. He presented the Mayor with letters of approval.

Mr. Nelson Giles, 2298 West Giles Road, Chatham, Virginia, he stated he was an owner of P&L Chipping and Logging, Incorporated. He stated, "I have been riding in a truck since I was a baby boy. I understand there's a right way and a wrong way to drive the truck. It looks like your main concern is the truck traffic. Well, my trucks, I am already having them go across 40 East, turning into Renan, and coming into the Pittsylvania County Power Station. I asked the drivers how they liked it. They said they liked it better because they didn't have to come down Main Street, and they weren't worrying about cars pulling in and out in front of them. The other part of the logging community is north of Altavista. There's large loggers up there. That half of the logging community could come to the other plant and everybody can stay steady and everybody can work and make a living. A truck tag costs me \$1,500 a year. I'm going to add another truck. That's going to be \$1,500 more. Those taxes and everything that's paid on that truck and the fuel taxes go to the improvement of the highway and roads. So I think that the Town of Altavista ought to ask the State of Virginia to improve Main Street and the traffic control and everything. I think it will be more, you know, everything will go fine. I think the truck traffic will ease down because the trucks will be getting unloaded at a faster rate and the trucks would be smoother coming in and out and they won't be backed up in

line and they won't be running bumper to bumper. They will be in and out just easy and smooth.”

Mayor Burgess questioned the route he used again?

Mr. Giles responded Forty East from Gretna because he primarily logs over to Renan and up that way. The trucks from South Boston come up 501 to Cody.

Mr. Lloyd Carter and Mrs. Helen Carter declined to speak.

Mr. Ray Adkins, 916 Park Street, Altavista, he stated, “I have lived in and around Altavista for 27 years and watched this town in the good and bad times. I'm for the opening of the new wood burning facility that's proposed here tonight by Dominion Power. I work for Powell's Truck & Equipment International medium and heavy Truck Dealer and between our company and our sister company Truck Body Corp. We employ 62 people. In which 4 of these are Town Residents. The Forestry Industry is a big part of our business, between new and used Heavy Truck sales. To parts and service to keep the Logging Industry up and running. Not to mention the local Altavista Business that sell parts, fuel, food, hotels and etc. In the past 9 years in order for trucks to become more environmentally friendly the trucking industry has incurred over \$20,000 in EPA related charges per truck to become complaint by the OEMS to meet standards in order for the Exhaust to become cleaner. With the vast changes that have been made according to the EPA the Exhaust now coming out is cleaner than the air we breathe every day, because of the reduced NOX levels (soot) that is being burned inside the system and not allowed to hit the atmosphere. The opening of this facility would be a great opportunity for Altavista, Campbell County and surrounding Counties. It will produce new jobs that this area desperately needs and also help existing companies that may be struggling. This would be a win win situation for everyone and the trickle down effects it would have, would really help boost our local economy. Thank you for your time. I hope this project passes.”

Mr. Richard Notestein, 1622 Melinda Drive, Altavista, he state, “I just want to come out tonight and show my support for Dominion and this project. I would urge the Council tonight to vote favorably for the project. I do have some petitions for the Council tonight. I have 73 residents that signed in support of this project. I have 38 signatures from the surrounding county of residents from the surrounding area that show their support.”

Mayor Burgess questioned how many were from Altavista?

Mr. Notestein responded, “73.”

Mayor Burgess questioned, “how many were from the county?”

Mr. Notestein advised, “38 in the county.”

Mr. Ronald Revis, Revis Timber, declined to comment.

Mr. K.R. Snead, 3175 Green Level Road, Scottsburg, Virginia, stated, “My son and I own and operate K.R.Snead Trucking based in Halifax County, Virginia. We operate 25 trucks hauling only wood products and wood by-products. We haul fuel into Pittsylvania Power Station every day. And until the Altavista plant closed, we hauled approximately 40 loads a week of sawdust into that facility. During the two years that we hauled in there, we didn't have any problems getting in or out of Wood Lane during that period of time. We need additional outlets for our wood waste. Currently, loggers are not chipping some tracts because there's no market for the waste chips, and they're just leaving material on the ground to rot. Snead Trucking operates a storage yard with a truck dump at our location because we have to pick up sawdust from the mills when it's produced. If we don't have a market for it, we have to haul it to our facility and dump it off and move it again when we do have a market. We also grind wood waste and scrap pallets to be used as boiler fuel and keeping this material out of the landfills. Dominion has a permit from Virginia Department of Agriculture to use ashes from burning the wood, flash we call it, from the Hurt facility is used as a soil amendment. Now Hurt, they

have been doing this since they purchased the plant with very little publicity. Only the farming community really knew about it. Dominion didn't advertize it. Flash takes place of lime and partly replaces manufactured fertilizer. They normally produce in excess of 20,000 tons a year. That's how much they are saving the area farmers. My company contracts with Dominion to remove the flash as it's produced at the plant. We deliver it to local farmers at no cost to the farmer. Almost all the flash is delivered within a 20-mile radius of Hurt. We went back for the last two years; approximately 70 different farmers have received this material. We currently do not have enough flash to meet the demand. Some of the farmers have been on the waiting list for over a year. If Altavista came online, approximately 50 percent more flash would be available for the use of local farmers. Dominion saved the local farmer a tremendous amount of money in the last six years and paid millions of dollars for boiler fuel. Most of this flash from Hurt went to within a 50- to 75-mile radius, so the money went into local economy. I ask that you, please, support the reopening of the Altavista power plant."

Mr. Carl Barbour, from 1600 Wards Road, Hurt, Virginia, stated, "Since I have worked at Altavista Power Station, I have been asked where does the power go? Does it go out of the state? Well, according to U.S. Energy Information Administration, Virginia is only second to California in the amount of electricity it imports from out of state. Approximately one-third of Virginia's electric supply comes from out of state generation. Most imports come from coal power plants west and north of Virginia. In other words, Virginia uses more electricity than it produces. Another concern I hear people talk about is truck traffic. They asked me how I feel about it. My father was a truck driver and supported our family by driving a truck. Every time you go in the grocery store and buy milk, bread, or just potato chips, how did it get there? More than likely a truck delivered it. We are quick to make an issue out of truck traffic because we don't see the direct benefit of woodchips like we do a bread truck. Let that wood truck cut your power off for a week and you will probably drive that truck for them. I hear people say it's only 25 jobs. Try being one of those 25 that got that job. Those jobs support others. Look at the new forestry and trucking jobs it will create. People I'm talking about are taxpayers asking for jobs, not a hand out. Most of you on the Town Council dedicate your campaigns to creating jobs not passing them by. When you go home tonight and turn on that light, take a warm shower, or just sit back and watch TV, ask yourself, Could you live without electricity, would you want to? Or you can go to bed tonight knowing you could support jobs. Remember I'm asking for my job back, not a hand out. Thank you."

Mr. Dale Moore, 1623 Peerman School Road, Altavista, stated, "I'm not going to repeat all that was said. I want to say we invited these folks to come here, this power plant to come here several years ago. They have been a good citizen and contributor to our town. I think we should support it. The truck traffic one percent increase, I personally don't think that's a major obstacle that we can't overcome. I think what we should be thinking tonight is how do we make this happen? How do we make it happen? I know we have a good Council and an excellent Mayor. We will get this thing resolved and get these jobs back. Thank you."

Mr. Stone Gregory, 1134 Halifax Road, stated, "I own and operate Gregory Trucking Company. I just want to mention a few things that trucks financially provide the State of Virginia. Depending on how the truck is tagged and permitted, tags cost 1,400 to 1,800 dollars a year per truck. On fuel taxes in the State of Virginia for every gallon of fuel we burn, we pay 21 cents a gallon in fuel tax. When you don't get but five miles a gallon on most of these trucks, that adds up quickly. Personal property taxes, I live in Pittsylvania County. My personal property taxes on my truck run from 800 to 1,200 dollars a year per truck. The biggest thing the power station will help is we haul a lot of product, by-product, or waste by-product from a paper mill from Covington back down to Hurt. I don't have to tell you what fuel cost today. But that back haul -- I prefer to think of it as loaded both ways and not a back haul, but it's helping me save my business in this economy today. Thank you."

Mr. Bobby Nichols, 1830 Horse Creek Road, Evington, Virginia, stated, "I am a logger. I have been a logger all my life. I have been working, going through Altavista all my life. I buy/sell around Altavista, automobiles, vehicles that we have to have to do our job. We need another place for our bio and waste out of the woods. I'd appreciate it if you all would agree with this amendment tonight. Thank you."

Mr. Ed Simms declined to comment.

Mr. Aaron Haga, 17776 Lambs Church Road, Altavista, stated, "I was a previous employee of Altavista Power Station. I said previous. In my search for employment, I have traveled through numerous communities which were once vibrant and full of business. What I saw was boarded up shop windows, closed factories, and depressed communities. What I did not see was a significant amount of transfer traffic which signifies a healthy economy. I have lived and worked in my career hometown of Altavista for 20 years, about the same amount of time as my birth hometown of Fries, Virginia. Fries at one time in history was the focal point of the community with a flourishing economy for the area. There was a YMCA with a beautiful outdoor pool overlooking the New River. When I left there, there was a bowling alley and stores where you could find anything you needed. The town's mills employed over 1,200 people. Over the years, several industries tried to locate there, but they were turned away or discouraged by influential people who wanted to maintain control of the town. Now all industry is gone. The railroad tracks were pulled up. Only 542 people live there. The town's people have little money to help the YMCA, keep its massive contribution to the town, that beautiful pool which is now in need of major repairs. There's no substantial tax base to maintain the basic needs of the town. I've seen the demise of my birth hometown. I do not want history to repeat itself in my career hometown of Altavista. We've lost of a lot of industry in Altavista in the recent past, and we now have the opportunity to change that downward directional spiral by approving the Special Use Permit for the Altavista Power Station. Thank you."

Mr. Mike Pickeral, 612 Wards Road, Hurt, Virginia, stated, "I run a NAPA Auto Parts store just a couple of blocks down the street. I'd just like to say I'm very excited about the power plant opening and bringing new jobs to Altavista. Plus I would like to say a word for the loggers. Logging is a very high maintenance business. These loggers in this room tonight, they spend a lot of money in and around Altavista to people like myself, hardware stores, and other businesses. My hat's off to them. I certainly hope you all will approve this thing."

Mr. Joe Motley, Chatham, Virginia, stated, "My brother and I operate a dairy there. We received this flash that you talk about. When we first started getting it, we did an evaluation of it. It was worth about \$14 a ton at the fertilizing market then. Now this spring when I was doing an evaluation on its worth, it was \$56 a ton to me for them to bring it to me. They are bringing it to me for free. We just really appreciate the power company doing this for us, and it's a great asset for us. We just appreciate Altavista and your history of industry. The whole region has benefited from it. We thank you."

Mr. Kenneth Hodges declines to comment.

Mr. Calvin Shelton, 1805 Avondale Drive, Altavista, stated, "I have been in Altavista all my life. I work part-time for the YMCA in Altavista. My biggest concern is this truck traffic. I drive a school bus for the YMCA. Every afternoon at three o'clock I'm sitting on Lynch Mill Road with kids belonging to most of you people. On several occasions, even though we have the agreement, I have had to avoid chip trucks. I have to wait for chip trucks. They come around the curb. They are coming back empty. What is the guarantee that if we add more trucks that that truck traffic on Lynch Mill Road is not going to pick up? It's always congestion there at three o'clock in the afternoon to get cars down the road. So when you have a truck coming down that curve that don't see the 25 miles per hour speed limit flashing, what are we going to do about that?"

Mayor Burgess questioned if Route 714 is the street Mr. Shelton was referring to?

Mr. Shelton stated, "That's the one I'm talking about, right by the elementary school."

Mayor Burgess advised, "Well, they have committed to keeping trucks off of 714. If you catch one on there, get a license plate or something on there and they will quit buying wood from them is my understanding."

Mr. Shelton responded, "They're still using it now."

Mr. Wesley Roach declined to comment.

Mr. Matt Farris declined to comment.

Mr. Scottie Shull and Ms. Georgia Shull declined to comment.

Mr. Wayne Mitchell, 325 Myrtle Lane, stated, "I would like to thank the Town Council, the Mayor, and Town Manager for giving me the opportunity to speak. I would like to briefly express my appreciation for the improvements which have been made in the downtown area as a result of the transportation and gateway grants. They are especially apparent when you're driving down from the direction of the library towards the tracks. It's a vast improvement over anything I have seen in the town in the 40 years I have been here. So everybody involved with that should be commended. As for the issue of reconditioning of the power plant, I am personally for it. Too many today ignore the energy crunch our nation currently suffers with the excuse of not in my back yard. If the plant is to be used as being portrayed, it would be a win/win situation for all. However, I am not excited about the prospect of downtown Altavista reverting to the days of old when scores of trucks used Main Street as the gateway to the Lane Company. As our town Web page declares, we are a progressive community of excellence with village charm. I would like to think we have indeed progressed beyond those times of old. I understand the current plan is for the new trucks not to use this route. Yet trucks servicing the Pittsylvania County plant do occasionally use downtown, a break in the prearranged agreement. My biggest concern is an influx of additional logging trucks crowding our small town streets making it less safe for pedestrians and vehicles alike as well as the excessive wear and tear their presence would burden on us. Furthermore, I do not buy into the school of thought that a minimal number of trucks will use Pittsylvania Avenue to access the Altavista plant. The trucks have used 501/699 route to get from the Brookneal area to the Altavista area for quite a few years, and they can continue to do so. I believe it would be in the best interests of the town citizenry if Council Members were to broker a deal which limits access to the Altavista plant to the North Business 29 Exit, and, if possible, also restrict truck servicing the Pittsylvania plant as well. In addition, I hope we can stipulate in the addendum that any deviations in the plant functions beyond those stated in the proposed permit will result in Dominion having to reapply with the town. Now is not the time to say no to the much needed renewable energy resource that Cogen would produce. Yet it is the time to say no to reverting the downtown area to the industrial field of the past after so much effort has been applied to the vision of the future."

Mr. Dick McKeel Myrtle Lane, Altavista, stated, "I appreciate this time tonight. I come from a family of timber growers, and I can appreciate all the things many of these men here tonight and women say about that situation. I concur pretty much with what your previous speaker, Mr. Mitchell, had to say. I have nothing against truckers. Gosh knows we need them. If we can take that plant and set that outside this town somewhere, I would be all for that. I don't like what's going to happen to our town with the traffic and the pollution. I look across that river and I see that huge pile of chips and sawdust and I see it's going to be down on the end of that town down there. I don't think that adds very much to the town. I really wish there's another way to do it than coming through our town and putting all that behind that plant. Thank you."

Mr. Warren Shelton declined to comment.

Mr. Dwayne Shelton declined to comment.

Mr. Randy Kiser had left the meeting.

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Mrs. Carol Day declined to comment.

Mr. Thomas Dowdy, Lynch Station, had left the meeting.

Mrs. Patty Eller declined to comment.

Mr. Lynn Rogers declined to comment.

Mr. J. Dugger Overbey, 1941 Tabby Lane, Altavista, stated, “ I chose to move to this area when I met my wife about eight years ago. I love this town, and I think it's very progressive. I want to ask you to support this amendment or this measure because it adds financial implications that are long reaching. I think it's a win/win. I think it would be very hard to find -- I understand the concern that some folks have about the truck traffic increase, but I think it will be very hard to find this day and age an industry that would be able to provide the kind of money paying jobs that this would do without having some concern over something. I think the truck issue is almost a moot issue when you look at the need, the great financial and economic need that there is in this area. So please support this.”

Mr. J.A. Devin, 152 Moody Creek Road, Wylliesburg, Charlotte County, Virginia, he stated, “We own and manage timber land in five counties in the State of Virginia, and I'm here to support this plant, this project. I'm a little bit nervous. I would like to speak for most all land owners. We manage timber land. We use woodchips -- we have chippers that we clean these tracks up with. These things really help a lot when we reforest these tracts. Right now we don't have any market. We currently haul wood to the Hurt plant over here. If you would approve this plan, it will help us a great deal. Thank you.”

Mr. Joel Cathey, 428 Pine Crest Road, Keysville, Virginia, he stated, “I’m a forester by trade and a landowner. I'm here to speak for this project. It's important, just like Mr. Devin just said. Having these tracts cleaned up, there's a big difference in the tracts that a chipper has been utilized on versus one that did not have a chipper. There's a lot of logging crews that would love to have one if they just had a market to move the material. It's important for the landowner to have that material moved to establish a new stand. Thank you.”

Mr. Tune Devin declined to comment.

Mr. Steven Hite declined to comment.

Ms. Susan Sutton declined to comment.

Mr. Brad Rice declined to comment.

Mr. Mark Nichols and Mr. Jason Nichols declined to comment.

Mayor Burgess referred to the questions raised.

Mr. Witt advised there were three questions but one had been answered; the one regarding the other two plants. Question- Has VDOT done a safety study?

Mr. Coggsdale responded, “They have done a traffic analysis. I'm not sure if it's a highway safety study as it was termed has been conducted.

Mr. Witt advised the second question was: What is the guarantee that chip trucks will not increase on 714 with the increase of overall trucks?

Mayor Burgess responded, “They have permitted to not have trucks on 714. I don't know how you would guarantee it. If you call them and give them a ticket, they will guarantee it. I don't know of anything that we can do if one did get on there. They are going to make their level best to make them come another way. I think someone said they can come another way. I would like for Council now if any of you had any questions before

we close this public hearing that you would like to ask anybody. Anybody have any questions?

Mr. Mattox stated he had some questions.

Mr. Mattox stated, "Gentlemen, I have been in contact with you. You've seen my list of questions. I requested a site elevation, and you still don't have one. You don't know how large the coverage of the woodpile is."

Mr. Avram advised, "I have consulted with the head of our construction group. The woodpile is approximately three acres.

Mr. Mattox responded, "So we are going to have a three-acre pile of chips?

Mr. Avram answered, "Yes, approximately."

Mr. Mattox stated, "A maximum of a hundred feet. Do you have any drawing or elevation showing how the berm and the plants would protect that site along Main Street? Is there a gateway into the north end of town?"

Mr. Avram responded, "At this point because we have not selected a construction -- engineering construction contractor, we have not developed the final design of the facility and how the wood pile would be stacked or essentially the fuel unloaded and brought into the pile and how it will be designed. But we are committing to a maximum of a hundred feet. It's quite possible it will be less than that. What I did provide is an ideal of what it will look like from Main Street. We do have an elevation view, which I can show you here in the package. It's also in your ..

Mr. Mattox stated, "I have seen that, sir. I would like to see what it would look like once you are finished with it. I really want to know someone entering in our town, what they are going to see on the left end coming down North Main, what they are going to see. I would like to have some way to visualize that. I see that it's going to be a hundred feet high, but that is just a little mark that's not more wider than the exhaust stack. But three acres is a pretty big area for that. My second question, gentlemen, I was involved with the 2007 agreement. We were very specific that we did not want trucks on Bedford Avenue, Lynch Mill Road, Clarion Road, and South Main. That's lacking from the SUP I believe. You still do it. I see it every day. I see it every day. I call. The police department has been up there. Can you offer me some type of viable option and possibly civil penalties if we have documented evidence that you are not abiding by our SUP?"

Mr. Avram responded, "Again, I think in the SUP that was approved in 2007, the commitment to avoid those streets delivering wood to the Altavista Power Station was not included. That's a new condition.

Mr. Mattox stated, "I think it was for both. You were sampling chips. It was also for the -- I think your intention was -- the reason you asked for the SUP was you were going to test burning chips and coal, am I correct with that to my memory?

Mr. Avram stated "The current SUP does not have that road restriction for those three roads."

Mr. Mattox state, "Yes, sir. We had a solid agreement between this Council and Dominion, and Dominion has not fulfilled that agreement.

Mr. Avram questioned, "You are talking about the Pittsylvania Power Station?"

Mr. Mattox responded, "Yes sir, and also the Altavista Power Station bringing the chips in."

Mr. Avram questioned, "What we would like to do is -- and, again, I think it's important to realize not all the trucks that come through the town are delivering --

Mr. Mattox responded, "I fully realize that, but I would like to know -- that's -- what kind of agreement can we reach that would be a reinforcement to keep these trucks, as one of our citizens said, from running right by our elementary school? My fear, I'm telling you my fear is -- and I own a business right across the street from the elementary school. I'm going to have to go across the street after a chip truck, which is not supposed to be on that road, doesn't realize that coming around that curve right there there's a school. I have a fear of that. My first job here is to protect the citizens of Altavista. I need to know what you are going to do to enforce these guys, these ladies, your truck drivers to stay off those roads."

Mr. Avram stated, "First of all, I would like to say these are VDOT qualified, many of them, state roads that are allowed truck traffic to go through them currently."

Mr. Mattox stated, "Sir, I understand that; but your SUP states that these drivers will not be on that road. What are you going to do to make sure that happens?"

Mr. Avram stated, "We will work with the haulers. We will commit to communicate with them the requirements of the Special Use Permit. We will -- while we are not a public enforcement entity and we cannot become that, we will continue to communicate that requirement. We will audit it as possible, and we are committed to work with the community and with the town to make sure that happens."

Mr. Mattox asked, "Do you think it would be proper if we have a continued problem with this to ask for your SUP to be rescinded?"

Mr. Avram replied, "No. I think what would be appropriate -- I'm just role-playing here as far as what could be happening in the future. If there are violations, we would be welcome to work with you, to sit down and discuss what are the trucks and the drivers that are going through there --"

Mr. Mattox stated, "We have done that, sir."

Mr. Avram responded, "We are willing to continue to improve that."

Mr. Mattox stated, "We have done that, sir. We have documented, and it still continues. My next question is, the SUP has noise limits. How are you going to load the chips? Are you going to have a bulldozer on the north end of Altavista?"

Mr. Avram responded, "The plan is to create a very automated system. It would be very -- it's expected to be very dissimilar to what's been done at the Pittsylvania Power Station, which is more of a manual fuel handling process. So what would happen is trucks would come in, they would be tipped, they go into an automatic conveyer system that would bring that out to the fuel pile automatically rather than having to use the bulldozers to push that fuel into the pile. Then the fuel would then be reclaimed from underneath that pile automatically and brought into the boilers. We anticipate very little, if any, use of bulldozers to manage the fuel pile."

Mr. Mattox asked, "With the use of those bulldozers, will you be in compliance with the noise restrictions on the SUP? I can hear the bulldozer from Grit in Altavista."

Mr. Avram stated, "We are actually working on a plan to minimize the noise for those dozers. In some cases, you can hear the backup alarm."

Mr. Mattox stated, "I hear the tracks."

Mr. Avram stated, "We are actually looking at—not only at this facility, but other power stations that are in nearby communities to install skirts on those treads that will reduce the noise. Also there's backup alarms that can be -- we're planning to replace them actually at the Pittsylvania Power Station. We would do the same here if there was one at Altavista Power Station to reduce that. It makes more of a white noise, kind of like shh-shh-shh type of noise when it backs up."

Mr. Mattox stated, "The one that really concerns me is we are going to have a three-acre, hundred foot pile of dry wood chips over there right in the geographic center of our town. What happens on one of these March windy days just by chance it catches fire? How is that going to work out?"

Mr. Avram stated, "Well, since we have owned -- as an example since we've owned the Pittsylvania Power Station, we have not had a chip fire. That's now been going on seven years. We have had hot spots that have developed, you know, you can see some smolderings because of hot spots that have developed. It's very easy to manage. You just essentially smother them, and it eliminates the problem.

Mr. Mattox stated, "The ignition temperature for wood is significantly less than coal. So by chance a lightning strike -- I'm not talking self-ignition. I'm saying you can light a piece of wood at about 500 degrees Fahrenheit, coal is at about 850. What happens? I mean on a windy day and it's blowing on the flat tar roofs in the shopping center across some of the houses and business --

Mayor Burgess asked, "How do you answer that question?"

Mr. Mattox responded, "Mr. Mayor, I have the right to ask any question I want.

Mr. Burgess responded, "How do you answer that question what sawdust will do?"

Mr. Mattox stated, "I ask you --

Mr. Avram stated, "The same risks exist for a lightning strike on any structure whether it's a home, a building, a woodpile. Also with all due respect, the auto ignition temperature of wood is about 800 degrees.

Mr. Mattox responded, "That's self-ignition."

Mr. Avram responded, "It's a little bit less than coal."

Mr. Mattox questioned, "Is that self-ignition where it would just --

Mr. Avram answered affirmatively.

Mr. Mattox stated, "Catch on fire spontaneously?"

Mr. Avram answered, "Yes."

Mr. Mattox stated, "If you light it, if lightning was to hit it, it's substantially less."

Mr. Mattox stated, "My last question -- and this is my last question, sir. What can Dominion do to ensure that chip trucks and trailers meet safety requirements?"

Mayor Burgess commented, "That was not right."

Mr. Mattox stated, "These are questions that have been addressed to me. My purpose here is to ask them to you. I have talked to state police officers. I've talked to one officer that said he did six stops last fall, violations out of six trucks. One was pulled off unsafe to be on the road. Is there anything that Dominion can do to help us keep safe trucks on our roads?"

Mr. Avram responded, "I guess in response to that, Dominion cannot be a public enforcement entity. We can continue to work collaboratively with the town, with our suppliers and haulers to make sure that it's providing a safe environment for the community. We are committed to do that. We would like to continue that with the opening of the Altavista Power Station.

Mr. Mattox responded, "Thank you, sir. Thank you for your patience."

Mayor Burgess asked, "Mr. Ferguson, do you have any questions?"

Mr. Ferguson stated, "The only thing that involves me is the one thing Mike talked about was when I was visiting your plant the other day, there were quite a few of the trucks that if they had been stopped, they would have been ticketed. The tires were slick. But one of the big things is the fact that some of them do not have protection to keep the chips from coming back out on the street. We have had some things there. That's about the only thing that bothers me because, you know, there are certainly some minuses about this project. But to me, the positives just far outweigh anything that traffic causes. I just think for economic development and everything else, this is something that win/win has been mentioned several times. I should certainly hope we can pass this amendment."

Mayor Burgess asked, "Mrs. Dalton do you have any questions?"

Mrs. Dalton responded, "No, sir."

Mayor Burgess asked, "Mr. Coleman, do you have any questions?"

Mr. Coleman stated, "I have been through this thing over and over. I really don't have anymore questions."

Mayor Burgess questioned, "James, questions?"

Mr. Higginbotham responded, "I think the issue in my mind boils down to getting the trucks in safely and getting them in quickly and getting them out safely. One of my suggestions that we talked about earlier was used in the coal -- I will call it the coal tipple, the coal platform, to bring them in on the riverside of the railroad track. Are you all still considering that as an option or not?"

Mr. Avram stated, "No. We actually looked at that option early on in the process when we were looking at the design of the fuel handling and fuel yards that would be needed. One thing to remember is the moisture content of the fuel is much more significant than compared to coal. What that means is that to bring the same number of days of fuel to operate the facility, we need about a 50-percent larger fuel pile compared to what we had operating on coal. If you have been out to that platform where the coal was unloaded and stored, you see that it's a pretty confined area."

Mr. Higginbotham, stated "I'm saying --

Mr. Avram stated, "In order to bring the trucks in, weigh them, unload them, and get them out, we need much more area than is available than that."

Mr. Higginbotham stated I'm saying the Pittsylvania County side, use that as a discharge point and convey it over the tracks to your other spot.

Mr. Avram stated, "We looked at that as well as an option because we knew that truck traffic was a concern. We are constrained at that location in how much area we have. We have a certain amount of area available to us for the fuel. And we need a certain number of days of supply to make sure we provide reliable electricity to our customers."

Mr. Higginbotham stated, "I'm not talking about stock piling it there for your three-acre site. You have probably at least an acre, acre and a half on that side if not more depending on what side of the tracks you take up or cover over with the existing rail line."

Mr. Avram stated, "If you look at the -- this design right here that we are showing -- and I can show you the previous site plan. This shows the fuel unloading area, the roadway around it for the trucks, the truck scales, the truck tipper. This area is almost 15 acres. It's much more significant. You don't have the bottom dump that you have for unloading coal like you do here. You have to add much more area to the land in order to get the trucks weighed, unloaded, tipped, and around the facility efficiently. So

this facility here required nearly 15 acres of land to make this happen. We only have a couple of acres of land east of the tracks. If you look at how close it is to the river at this point and the wetlands and so forth that are on all sides of it, there's not enough space."

Mayor Burgess stated, "We are pushing for time. Charlie, did you have any questions to ask tonight?"

Mr. Higginbotham stated he had a couple more questions.

Mayor Burgess said, "Okay."

Mr. Higginbotham asked, "As far as the clean up that's been brought up, regardless how much you cover a gravel truck, a chip truck, you are going to have some chips come out. The town has an automated sweeper that we run. Would Dominion Power consider paying the town to run that sweeper every so often to address that issue?"

Mr. Arvram stated, "I think we are open to discuss that. I think that's -- we recognize that's a potential issue and recognize that we can't control it, but maybe we can remedy this and create a solution that might work for the town. We are willing to discuss that."

Mr. Higginbotham asked "Mansion Bridge, is that a viable route?"

Mr. Avram responded, "I don't think so. I don't think that that's viable for the hauling of the wood."

Mr. Higginbotham asked, "If the road was up graded on either side of it?"

Mr. Avram responded, "Again, if you look at the current routes that we proposed, we are limiting the number of trucks that will come in northbound on Pittsylvania Avenue and Main Street. And I think I want to emphasize again that we believe -- and we have looked at this a number of times. We have talked with the haulers and suppliers. By approving this Special Use Permit, it's anticipated that trucks traveling between Altavista Power Station and Pittsylvania Power Station will go down from current levels today. So by approving this, you are actually anticipated to improve and reduce truck traffic between those two points."

Mayor Burgess mentioned, "We've hashed it pretty well."

Mr. Higginbotham called for one last question. He asked, "As far as local contractors, have you all already put the engineering out to bid, too?"

Mr. Avram stated, "No. What we have done is we have gone out for bid for the full wrap, what we call an EPC package, Engineering, Procurement, and Construction. They will then go out and potentially secure third parties. They may have in-house engineering."

Mr. Higginbotham Are you going to require they use local engineers and local contractors? Is that part of your contract or not?

Mr. Avram stated, "No. It's their discretion as to what sources of engineering and/or contractors are provided."

Mayor Burgess stated, "We had a petition of 73, and I received 51 letters, and we had 30 some people speak."

Mr. Edwards stated, "I have something."

Mayor Burgess stated, "I'm sorry. I thought you didn't."

Mr. Edwards stated, "I don't know if it's a question or not. I'd like to preface everything I say by I'm hoping this plant comes to pass. I really want to have it. I have told you guys that from day one. I never wavered from it. I've also

indicated my concern about traffic. Senator Stanley was kind enough to come in and visit with us today and alluded to a possible way of alleviating the traffic from Pittsylvania up to Main. I would hope that sometime in the next few days we can look at that very thoroughly, come to some understanding what's involved, and whether or not it can work or not. I can tell you if we can resolve that issue, I will vote for the project. But I have got to have some kind of satisfaction. I hear what you are saying that you think the traffic between them will actually decrease. The unfortunate thing about that is we can't award this permit and then take any action later on if, in fact, it gets worse rather than better. At that point, it's over for us. There's nothing else we can do. I don't like being in that position. I know you didn't design it that way. I'm not saying that. I don't like being in that position. If we can find a way to take care of the Pittsylvania Avenue traffic, whether it be through an access road or whether it be through access on Dominion's part of who to buy from and where, I will support your project. I have to see some evidence of that.

Mr. Avram stated, "Mr. Edwards, I think we are committed to explore alternatives and different routes that would be possibly available to us including potentially new roads that might be developed and constructed in the future. However, when you look at the land access and acquisition that's required for such an endeavor, looking at the design and the impact to other traffic and existing roads, that's a multi-month process. And I'm going to turn it over to Mr. Stanley."

Mr. Edwards stated, "He's the guy I wanted."

Mayor Burgess stated, "Wait just a minute. I think you have got -- I think we agreed to give you five minutes to wind up whatever you had to say. Anything you had to say as a final -- Mr. Stanley can wait. We agreed to give him five minutes to state his opinion."

Mr. Eck stated, "Governor, I will make it brief."

Mayor Burgess mentioned, "It's been a long night, fellas."

Mr. Eck stated, "What I would like to do is just recap a few things for you. You have heard a lot of discussion about economic development and heard the term economic development. You heard about low cost energy. You heard about renewables. I would like to talk about a couple of things additional. When we talk about economic development, I think it was put well by several people. We are not just talking about people. We are talking about people. We are talking about jobs. We are talking about families, and all those aspects to consider in the community. I would like to also say that from the Dominion perspective as you have seen us in the community, we are a community partner. It's not just a business to us. So whether it's volunteerism, whether it's community foundation, or whether it's donations, that's part of what we bring as part of our relationship with Altavista. Let me get to the point that was brought up here. Emil, can you take it to the commitments while I talk?"

Mr. Avram stated, "Sure."

Mr. Eck stated, "I just want to say a couple of things. I hear the valid concerns. Our number one core value as we talk about our Dominion core value from our CEO Tom Farrell on down is safety. Because we live and we work, we want everyone to go home safe every night. That's number one. I applaud you for that concern. It's my number one concern for my working operations as well and for this consideration. When we talked about the commitments here, our commitment is to safety. I will just kind of walk through here. We are going to make commitments here to work with the haulers and encourage the segregations talked about so there's actually less traffic. You can hold us accountable to commitments. We don't walk away from our commitments. You will hold us accountable. We talked about the limits. While we anticipate what might be better, we need those maximum limits. I would like to go to the next page. Let me go to this. Mr. Edwards, you brought up the issue and I think it's a good one which is -- and it was also brought up by others. The governor might speak to it. We talked about how do we look at alternates. We are committed and you are

going to hold us accountable to look at alternate routes. Are there new roads, are there different roads? We will look at that together with the Council, with VDOT, with the administration. We will explore those and evaluate those. That's something that will not happen in the next 15 days, in the next 30 days. We won't get closure on looking at the analysis, the route analysis, the funding analysis, the sources for that, the structural integrity of the roads. What you have is not a hollow commitment. It's a commitment that we are actually going to have a committee if you commission it and we will be accountable to present options and alternatives for our mutual agreement. Emil brought this up before. Mr. Mattox, you highlighted this. It's going to be in the SUP. So what does that mean? Does it just mean it's words that are not held accountable to?

Mr. Mattox state, "Yes, sir, that's my question."

Mr. Eck responded, "It's a great question. Number one, we have accountability that we are going to be communicating. When we get reports of that, we'll do it, we'll communicate to the local enforcement agencies who have the authority. We also have the authority if we see repeat offenders to communicate that they are not going to be doing business with Dominion anymore. Those are the types of things we are accountable to. Those are the types of things you will see from Dominion regarding this truck traffic. We talked about the striping and other ways to make it safer. We agree with those. We think those are in the best interests. Again, this was -- as Senator Stanley mentioned, as part of this upgrade, I think you are going to see a safer intersection there at Pittsylvania Avenue and Main Street as a part of this. I've happened to travel that. I think it's going to be a real benefit to the town.

Mayor Burgess mentioned, "You're running out of time."

Mr. Eck stated, "I'm going to wrap it up. I will say we are committed to work with you. It's going to take a period of time to evaluate the options. But we do need from the Special Use Permit; we need to get clarity from all of you. Do we go forward with this Special Use Permit and have approval by the end of April if we can come up with an approach that meets with your satisfaction? We see these commitments that we've already made. If we get endorsement from the Town Council, then we will proceed and include Altavista in the conversions. If we don't have that clarity, we will have to proceed without it. That's not what we want to do.

Mr. Edwards stated, "I have one other question. We talked about the steam."

Mr. Eck clarified, "The steam host."

Mr. Higginbotham stated, "Right. I don't know how you market your steam. But is that something that if Altavista had a need for the steam at the sewage treatment plant, is that something --

Mr. Eck stated, "So the question is, the steam host and steam needs, what we do is we will and we are already looking at active steam hosts. If Altavista had a steam host that was economical and viable --

Mr. Edwards stated, "I'm talking about the town. If the town had a need for steam, we would evaluate that just as other steam hosts, absolutely. That would be a commitment to evaluate that.

Mr. Higginbotham asked, "If we had a limited need for it, is that something you all could work with us on?

Mr. Eck stated, "We can evaluate that, yes. If you have a limited need for steam, if we have another steam host, how can we share the steam, how can we allocate that? We can look at that commercial consideration. I do want to hit one other point that was brought up. While we don't have requirements in our contracts, we do encourage and we monitor and we have tracking of local business participation in Virginia City Energy Center, in Bear Garden, we track that. We see over 30 percent local activity with the

construction contracts and work force. So we do track and monitor that while it's not a requirement in contracts.

Mayor Burgess thanked Mr. Eck for his time.

Mr. Eck stated, "Thank you for your time and consideration.

Mr. Edwards state, "I have one more question, and that might move this thing for me and I think for some others. The concern, again, is between Pittsylvania Avenue and North Main. That's our biggest concern. Is it possible that you would be willing to establish a maximum number of trucks per day and when that number is exceeded, we would automatically go towards an alternate route?

Mr. Eck stated, "Regarding that, give me a for instance."

Mr. Edwards stated, "I'm saying 50 is too many. That's a hundred when you look at it both ways. You say there's going to be a natural migration between the two plants. I hope that's right. That solves everybody's problem. If there isn't and we already approved the permit, our leverage is gone. That's uncomfortable for us at this point. I'm saying if we can set a maximum number of trucks per day between Pittsylvania Avenue and the plant of if we exceed like 20, 25 trucks –

Mr. Eck stated, "What you are asking for if I can clarify just to make sure I'm understanding, Mr. Edwards, what you are asking for is a lower limit?

Mr. Edwards stated "That's right."

Mr. Eck stated, "You are looking for a lower limit.

Mr. Edwards stated, "And with the understanding if you can't meet that lower limit, you are going to put some money into an access road.

Mr. Eck stated, "At this point, we believe we need the operational flexibility we're asking for, which is 50.

Mr. Edwards stated, "You would have that with the access road. You could run a hundred.

Mr. Eck stated, "We would have to evaluate the access road and the logistics of that and see if that's going to be economical and viable. To be speculative without knowing the specific routes, we can't make a commitment to an access road. We are committed to evaluate it and look at it. It will take a period of time. If that allows us to reduce the number of trucks, that's something we can commit to. But we have to evaluate the solution as opposed to speculate without doing a thorough evaluation. Right now for a reliability of the plant and a commitment to our customers, we believe we need to stay at that threshold of 50."

Mayor Burgess stated, "All right. Thank you, sir. Do we want to have Senator Stanley speak before we close our public hearing? I think we should. I'm sorry I called you governor. I know you will be running in a couple of years.

Senator Stanley stated, "Thank you, President Burgess. I've certainly enjoyed my time here. This is a lot more fun than being up in Richmond. I guess I want to make sure, especially with Councilman Edwards, about what we are talking about here. Because you and I had that conversation about this. We have been having many conversations in Richmond about this. The Governor and the Governor's people, the Virginia Department of Transportation, the Secretary of Transportation, and myself are committed to finding that alternative. As you know, the improvements which we are talking about at Pittsylvania and Main, those which were on a six-year plan, are basically way down the list. If this Town Council approves this measure and the Special Use Permit, those would be accelerated. That means that would be done before this plant fired up in what I

understand is the end of 2013. What we also talked about based on our conversations was something we are committed to which is finding an alternative route for you. What you are doing here in Altavista in comparison, I wish we can just can this and send this to other small towns. It's an amazing thing. I like to brag on you in Richmond, and I hope you don't mind if I do. I think I can give you the commitment that while we cannot have that answer right away, one of the good things about what we have here is time because we are looking at the end of 2013 as being the time which this would be online. What we can make sure that we do -- and I give you a firm commitment and I will see this through -- is that we look at that access road. I mean we are a couple of steps ahead in thinking already because you have to get that easement first. Then you have to look at what kind of structural changes would have to be made there to support those kinds of trucks coming in and out. I know the Governor's office and Sean Connaughton, the Secretary of Transportation, make that commitment to you to make sure if you all approve this plan, we make that commitment to you to find those alternatives for you. That's where the Transportation Infrastructure Bank, which the Governor's transportation plan has just come online with can help us. That is exactly what, as I said, this is the poster child of what the Transportation Infrastructure Bank is made for. So I think we can make a good pitch. Councilman Mattox, if I can just quickly say to you your concerns, I think, are very legitimate in terms of road enforcement. There's legislation that we can work together with the town to make sure that the Commonwealth of Virginia provides legislation to make sure that we give teeth to enforce to your police officers if those violations occur. I know Dominion doesn't have the ability to enforcement other than to say we are not going to hire you and use you. To give you all the empowerment to enforce your regulations on your road is important."

Mr. Mattox stated, "I would like to say thank you for that. We also realize there are budget problems in Richmond. I have talked to your state troopers. I'm confident what you say is true, but I'm also concerned."

Senator Stanley stated, "In our budget, we restored a lot of the funding to the sheriff's departments and state troopers and state police and town police. As our revenues increase, we are looking at seven million dollars right there. As revenues increase and our economy turns around, then we can do more with that. Basic legislation that will give your police officers the enforcement powers is one step. The second thing I talked to Mr. Sean Connaughton about and others in VDOT just with regard to some of your concerns about trucks and truck safety was the addition of an extra compliance officer with VDOT in this area. We have time to move for that. We have time to ask for that. We have time to accomplish that. That's just what I wanted to address. Thank you, Council.

Mayor Burgess stated, "Thank you, sir. We appreciate you coming down. Can you find your way back to Moneta?"

Senator Stanley replied, "I know exactly how to get there. You gave me the perfect route actually."

Mayor Burgess stated, "I appreciate you so much coming."

Senator Stanley replied, "Good to see you."

Mayor Burgess stated, "At this particular time, this public hearing is closed. And I'm ready to hear comments. Public hearing closed at 9:05 p.m.

Mrs. Dalton stated, "I suggest as we have set precedent before when we have public hearings that we take the comments of the public and we ponder those and consider your concerns and all the things that have been said tonight, and then we vote on the matter at a later date. Now I hear your requests that we vote this evening. I'm willing to suggest by way of motion, Mr. Mayor, that we reconvene this Council in two weeks."

Mr. Edwards stated, "I second that."

Mrs. Dalton stated, “I do believe that will bring us under the radar screen of your other votes in those other communities. I realize you are trying to put us together with a package affair. I would be willing to accommodate you in that way. I want to suggest to you that this notion about not voting tonight and voting subsequently doesn't just have to do with Dominion and special use permits. I think it has to do with the citizens of Altavista understanding that their councilpersons seriously consider what they have heard and they sleep on it, for lack of a better word, mull it over, ponder among ourselves, and try to have a Council that comes out with a vote that has consensus wrapped around it and that we, to the best of our abilities, can reach an agreement on what the concerns are. So I'm not trying to smack Dominion in the face. I'm just trying to say that's the way I like to proceed in general. For the most part, we have been able to do that. I have made a motion.”

Mayor Burgess stated, “Motion that we extend two weeks. Our next work session and we extend into that; is that correct?”

Mrs. Dalton replied, “Yes, sir.”

Mayor Burgess stated, “The motion has been made and seconded. Do you have that?”

Mr. Coggsdale questioned, “Is there a particular time?”

Mayor Burgess stated, “We have a work session in two weeks, haven't we?”

Mr. Coggsdale responded, “We do now.”

Mrs. Dalton stated, “This would still be in April.”

Mr. Coggsdale stated, “It would be the 26th at six p.m.”

Mayor Burgess asked, “Six p.m., when?”

Mr. Coggsdale stated, “On the 26th.”

Mayor Burgess stated, “On the 26th at six p.m. We have had a motion and a second that we convene this meeting until the 26th at six p.m. The motion and a second.

Motion carried:

VOTE:	Mr. J.R. Burgess	Yes
	Mr. Ronald Coleman	Yes
	Mrs. Beverley Dalton	Yes
	Mr. Charles Edwards	Yes
	Mr. Bill Ferguson	Yes
	Mr. Jay Higginbotham	Yes
	Mr. Mike Mattox	Yes

Mayor Burgess called for a five-minute break.

b. Parking Fines-Section 74-161, 170 & 172

Mayor Burgess advised this public hearing is to receive public comment amending Section 74 - 161, 170 & 172—Parking Fines and violations.

Mayor Burgess opened the public hearing at 9:23 p.m.

Mayor Burgess asked Mr. Coggsdale if the special use permit request had been properly advertised.

Mr. Coggsdale stated it had been properly advertised. He

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Mayor Burgess asked if anyone would like to speak on this matter. No one came forward.

The public hearing was closed at 9:23 p.m.

A motion was made by Mr. Mattox, seconded by Mr. Ferguson, to amend Section 74-161, 170 & 172-Parking Fines.

Motion carried:

VOTE:	Mr. J.R. Burgess	Yes
	Mr. Ronald Coleman	Yes
	Mrs. Beverley Dalton	Yes
	Mr. Charles Edwards	Yes
	Mr. Bill Ferguson	Yes
	Mr. Jay Higginbotham	Yes
	Mr. Mike Mattox	Yes

An Ordinance to repeal, amend and re-ordain Section 74-161 to the Code of the Town of Altavista, 1968, relating to parking prohibited in specified places; unauthorized movement of a vehicle.

Be it ordained by the Town Council of the Town of Altavista:

1. That Section 74-161 of the Code of the Town of Altavista, 1968, be repealed, amended and re-ordained as follows:

Sec. 74-161. – Parking prohibited in specified places; unauthorized movement of a vehicle.

- (a) *Prohibited parking areas.* No person shall park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic control device in any of the following places:
- (1) On a sidewalk;
 - (2) In front of a public or private driveway;
 - (3) Within an intersection;
 - (4) Within 15 feet of a fire hydrant;
 - (5) On a crosswalk;
 - (6) Within 20 feet of a crosswalk at an intersection;
 - (7) Within 30 feet of any flashing beacon, stop sign or traffic control signal located at the side of a roadway;
 - (8) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by official signs or markings;
 - (9) Within 50 feet of the nearest rail of a railroad grade crossing;
 - (10) Within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of the entrance when properly signposted;
 - (11) Alongside or opposite any street excavation or obstruction when such parking would obstruct traffic;
 - (12) On the roadway side of any vehicle parked at the edge or curb of a street;
 - (13) Upon any bridge or other elevated structure upon a street or highway or within a tunnel;
 - (14) At any place where official signs prohibit or restrict parking;
 - (15) Within any alley unless within a portion of an alley designated for 15-minute parking and then for a maximum of 15 minutes only or unless actually engaged in loading or unloading.
- (b) A violation of any of the provisions of Subsection (a) above except (4) shall be punishable by a fine of \$10.00. A violation of (a)(4) above shall be punishable by a fine of \$50.00.
- (c) *Unauthorized movement.* No person, other than a police officer, shall move a vehicle into any such prohibited area or away from a curb such distance as is unlawful, or start or cause to be started the motor of any motor vehicle, or shift, change or move the levers, brake, starting device, gears or other mechanism of a parked motor vehicle to a position other than that in which it was left by the owner or driver thereof, or attempt to do so.

2. This Ordinance shall become effective immediately upon passage by the Council of the Town of Altavista.

An Ordinance to repeal, amend and re-ordain Section 74-170 to the Code of the Town of Altavista, 1968, relating to parking prohibited in fire lanes on private property devoted to public use.

Be it ordained by the Town Council of the Town of Altavista:

1. That Section 74-170 of the Code of the Town of Altavista, 1968, be repealed, amended and re-ordained as follows:

Sec. 74-170. – Parking prohibited in fire lanes on private property devoted to public use.

- (a) It shall be the duty of the chief of police to inspect private property, devoted to public use, and to determine if the establishment of fire lanes on such property is necessary to facilitate access and easy movement of firefighting equipment throughout the property and to require the owners of the property to establish such fire lanes. The marking of such fire lanes on such private property, devoted to public use, shall then be approved by the chief of police.
- (b) Parking of motor vehicles in marked fire lanes or otherwise obstructing marked fire lanes shall be prohibited at all times.
- (c) The town police or other uniformed personnel employed by the town to enforce parking regulations shall be empowered to issue a summons for any violation of this section occurring at privately owned parking areas without the necessity of a warrant being obtained by the owner of such private parking area.
- (d) A violation of this section shall be punishable by a fine of \$50.00.

2. This Ordinance shall become effective immediately upon passage by the Council of the Town of Altavista.

An Ordinance to repeal, amend and re-ordain Section 74-172 to the Code of the Town of Altavista, 1968, relating to parking spaces reserved for persons with disabilities.

Be it ordained by the Town Council of the Town of Altavista:

1. That Section 74-172 of the Code of the Town of Altavista, 1968, be repealed, amended and re-ordained as follows:

Sec. 74-172. – Parking spaces reserved for persons with disabilities.

- (a) It shall be unlawful for a vehicle not displaying disabled parking license plates, an organizational removable windshield placard, a permanent removable windshield placard, or a temporary removal windshield placard issued under Code of Virginia, § 46.2-1241, or DV disabled parking license plates issued under Code of Virginia § 46.2-739(B), to be parked in a parking space reserved for persons with disabilities that limit or impair their ability to walk or for a person who is not limited or impaired in his or her ability to walk to park a vehicle in a parking space so designated except when transporting a person with such a disability in the vehicle.
- (b) A violation of this section shall be punishable by a fine of ~~not less than \$100.00. nor more than \$500.00.~~
- (c) A summons or parking ticket for the offense may be issued by law enforcement officers, volunteers serving in units established pursuant to Code of Virginia, § 46.2-1244, and other uniformed personnel employed by the town to enforce parking regulations without the necessity of a warrant's being obtained by the owner of the private parking area.

2. This Ordinance shall become effective immediately upon passage by the Council of the Town of Altavista.

An Ordinance to repeal, amend and re-ordain Section 74-174 to the Code of the Town of Altavista, 1968, relating to notice of violation (parking ticket).

Be it ordained by the Town Council of the Town of Altavista:

1. That Section 74-174 of the Code of the Town of Altavista, 1968, be repealed, amended and re-ordained as follows:

Sec. 74-174. – Notice of violation (parking ticket).

Any police officer who shall find any vehicle to be parked in violation of this division shall attach to such vehicle a notice to the owner thereof that such vehicle has been parked in a prohibited place, or manner, as applicable, and instructing such owner when and where to report with reference to such violation. Each such owner may, within 48 hours of the time when such notice was attached to such vehicle, pay to the town treasurer a fine for and in full satisfaction of such violation, the sum of \$10.00, except for the following violations the fine for which shall be as specified herein:

Section 74-170. Parking in a fire lane - \$50.00

Section 74-172. Parking in a handicapped space - \$100.00

Section 74-161(4). Parking within 15 feet of a fire hydrant - \$50.00

~~of sections 74-170 and 74-171(b) for which the fine shall be \$20.00, and in the event of~~ Such timely payment shall be deemed a defense to any complaint made under this article. The failure of such owner to make payment to the town treasurer within 48 hours shall render such owner subject to the penalties provided in section 74-2.

2. This Ordinance shall become effective immediately upon passage by the Council of the Town of Altavista.

9. Committees

a. Public Works

Campbell Avenue/Main Street parking lot improvements

Mr. Ferguson advised concurrent with the proposed Streetscape improvements, the Town will decide on improvements to the curbing/median between the Towns' parking lot and the parking lot for the General Store. Once a cost is developed we will know whether it can be incorporated in the departmental budget or needs a special appropriation by Council

Highway Funds – Street projects

Mr. Ferguson stated each year the Town identifies a project to upgrade our streets utilizing the existing Highway Funds that are provided by VDOT for such purposes. This year the Public Works Committee has identified two projects: 1) Amherst Avenue between 9th Street and Main Street – Estimated Cost: \$178,000; and 2) Broad Street between 9th Street and the railroad tracks (next to Commonwealth MHP) - Estimated Cost: \$38,000. Both of these projects would provide for new curb/gutter and sidewalk where necessary/feasible. The funding is allocated in the existing budget and the Public Works Committee would like to keep Town Council informed of the projects that they have identified.

Council was in a consensus to move forward with these projects.

Armory Use - UBD

Mr. Ferguson mentioned Mr. Pat Tweedy with the VA Defense Force has asked that they be allowed to use the Altavista Armory for shelter during this year's Uncle Billy Day; which they have done several times before. He stated the Public Works Committee discussed this matter and recommends approval but without utilization of the water service.

It was the consensus of Council to allow the VA Defense Force to use the Armory without the utilization of the water service.

b. Finance

Downtown Infrastructure/Streetscape Project – Phase 2
(Main Street – Broad Street to Campbell Avenue)

Mr. Coleman advised the Town received bids in regard to the above referenced project on March 23rd. J. Harman Saunders Inc. was the only contractor to submit a bid. Our engineers have consulted with VDOT on their portion of the contract (streetscape) and while they would like to see additional bids, they have indicated that the Town may proceed as it deems appropriate. In addition, during the bid review our engineers discovered two items in regard to quantity that would need to be added to the project at a total cost of \$2,340, which would be handled as a change order initiated by the owner in the amount of \$2,340 paid for with contingency funds. In addition, the committee considered the two task orders regarding engineering services related to the project from Wiley Wilson. Mr. Coleman stated staff will be conducting a meeting with property owners/business owners prior to commencement of construction activities.

A motion was made by Mr. Coleman, seconded by Mr. Mattox, that Phase 2 of the Downtown Infrastructure/Streetscape Project be awarded to J. Harman Saunders, Inc., at a not to exceed cost of \$798,967.19.

Motion carried:

VOTE:	Mr. J.R. Burgess	Yes
	Mr. Ronald Coleman	Yes
	Mrs. Beverley Dalton	Yes
	Mr. Charles Edwards	Yes
	Mr. Bill Ferguson	Yes
	Mr. Jay Higginbotham	Yes
	Mr. Mike Mattox	Yes

A motion was made by Mr. Coleman, seconded by Mrs. Dalton, that the Town Manager be authorized to execute Task Order 6 & 12 from Wiley Wilson in regard to services related to Phase 2 of the Downtown Infrastructure/Streetscape Project in the not to exceed amount of \$92,400.

Motion carried:

VOTE:	Mr. J.R. Burgess	Yes
	Mr. Ronald Coleman	Yes
	Mrs. Beverley Dalton	Yes
	Mr. Charles Edwards	Yes
	Mr. Bill Ferguson	Yes
	Mr. Jay Higginbotham	Yes
	Mr. Mike Mattox	Yes

Noise Ordinance – Section 34 - 1

Mr. Coleman stated it has come to the Town's attention that certain amendments that were considered approximately one year ago regarding Section 34-1 of the Town Code were never considered at a public hearing and adopted by the

Council. These changes bring the ordinance in to compliance with legislation that deals with the constitutionality of such ordinances.

Mr. Mattox questioned if there could be an ordinance addressing the use of jake brakes (engine brake) on tractor trailer trucks coming through Town.

Mr. Eller stated this would be the appropriate area to insert this.

It was the consensus of Council to have the appropriate language inserted before advertising the public hearing.

A motion was made by Mr. Coleman, seconded by Mr. Edwards, to set a public hearing for May 10, 2011 to receive public comment on the Noise Ordinance – Section 34 – 1.

Motion carried:

VOTE:	Mr. J.R. Burgess	Yes
	Mr. Ronald Coleman	Yes
	Mrs. Beverley Dalton	Yes
	Mr. Charles Edwards	Yes
	Mr. Bill Ferguson	Yes
	Mr. Jay Higginbotham	Yes
	Mr. Mike Mattox	Yes

Non-Exempt Status – Police Department position

Mr. Coleman advised the Police Committee reviewed and has submitted for the Finance Committee's consideration the classification of the Deputy Chief position in the Altavista Police Department as an "Exempt" position. Based on review the position meets the criteria to be classified as an "Exempt" position. The position would be a standard 8 hour work day with a one hour uncompensated mealtime. He mentioned Chief Hamilton recommended that a salary increase be considered if the position is classified as an "Exempt" position.

A motion was made by Mr. Coleman, seconded by Mrs. Dalton to reclassify the position of Deputy Chief in the Altavista Police Department as an "Exempt" position without a salary increase.

Motion carried:

VOTE:	Mr. J.R. Burgess	Yes
	Mr. Ronald Coleman	Yes
	Mrs. Beverley Dalton	Yes
	Mr. Charles Edwards	Yes
	Mr. Bill Ferguson	Yes
	Mr. Jay Higginbotham	Yes
	Mr. Mike Mattox	Yes

c. Police Committee

Traffic Check Point Conducted on 3/29/2011

Mr. Mattox reported the Altavista Police Department conducted a traffic check point at intersection of Frazier Road and Lynch Mill Road on 3/29/2011. There were twelve (12) traffic law violations cited.

Police Department Grants

Mr. Mattox stated the Altavista Police have received several grants for FY2011 to assist with purchase of equipment and traffic enforcement activities.

Byrne Grant (approximately \$6,000 – 10% local match)

- o Pole Camera – used for surveillance
- o Transmitter/Receiver
- o Refrigerator for Evidence Storage

COPS Grant (Approximately \$4,600)

- o Pro Body Work Video Recorders
- o Nikon Digital Camera for Crime Scene photos

Mr. Mattox noted the Town just received notification for the FY2012 Byrne Grant in the amount of \$7,158, which includes \$716 of local match.

d. Utility Committee

No report.

e. Economic Development Committee

Mr. Edwards advised the Economic Development Committee met with members of Town Council, member of the Altavista Chamber of Commerce, the Altavista Economic Development Authority and Mr. Lee Cobb on Tuesday March 29th at the Altavista Train Station. Mr. Cobb, and industrial recruiter, facilitated the meeting. The emphasis of the meeting was how the above named groups could further economic development for Altavista and southern Campbell County. It was determined it was Council's role to lead a process by establishing a clear charge to the Altavista Economic Development Authority for the development of a strategic plan. Mr. Edward stated he has discussed this with Mr. Mark Younkin, Altavista Economic Development Authority Chairman and Mr. Younkin is willing to take on this responsibility. Mr. Edwards asked Council to consider this along with an offer of reasonable support as the needs arise.

Mr. Younkin stated this is the desire of the AEDA believes they should work closely with Town Council. The AEDA wishes to meet with Council so both can be on the same plan. He stated they would like to see Mr. Cobb moderate the meetings. The AEDA felt it was imperial Town Council come to an agreement on what they're objectives, goals and visions are for Altavista.

Mr. Edwards suggested the AEDA come back to the May meeting with a general outline.

Mr. Younkin stated before the AEDA has been told if it creates jobs, Council is for it. Mr. Younkin stated that was a grey area.

Mrs. Dalton stated this is to have a strategic plan and having Mr. Cobb drive this process and this process will drive the conclusion.

Mr. Younkin stated in his opinion it would be nice to know what the thoughts are of Town Council concerning economic development. If Town Council is not comfortable with this action, AEDA will work with Mr. Cobb.

Mrs. Dalton questioned if Council would be a part of the strategic planning.

Mr. Younkin stated the thought process was to obtain the thoughts of Council, then AEDA would move forward with a strategic plan and bring that back to Council for approval. Once through that point, the AEDA would look towards Mr. Cobb for assistance in implementing.

Mr. Edwards suggested a meeting with Mr. Cobb to determine what the thoughts are.

Mr. Coggsdale clarified Mr. Cobb will be leading the meeting to gather the information from Council that will assist the AEDA in their charge of developing a plan.

Mr. Mattox referred to the Dominion Power Special Use Permit asking if it would be discussed prior to the April 26, 2011 meeting.

f. ACTS Advisory Board

Mrs. Rayetta Webb, ACTS Advisory Board Chair, gave an update on the community transit system. The projected revenue annual revenue is \$2,000; to date it is \$781. The ridership is 150% from what was projected. She presented Council with a new route plan; suggestions from the bus drivers and riders. The times are also being changed with a Saturday schedule added. She also mentioned the possibility of adding a route into Hurt. One marketing idea being considered is to wrap the bus.

Mr. Edwards mentioned several are working on a report on the armory and he hopes to have that available for Council soon.

10. Unfinished Business

11. New Business

a. First Reading-FY2012 Budget and CIP

Mr. Coggsdale advised prior to holding a public hearing on the budget, Council is required to conduct a "First Reading" of the proposed budget. The FY2012 proposed budget covers the period between July 1, 2011 and June 30, 2012 and includes expenditures of \$9,127,700. It is projected that the Town will collect revenue in the amount of \$7,204,200, a deficit of \$1,923,500 which will be transferred in from various reserves. The FY2011 budget is based on no increase to the tax rate, although there is a projected increase to the real estate value. The water and sewer rates will see a 5% increase effective July 1, 2011. The PPTRA resolution indicates that personal property relief is included in the budget. These numbers are slightly different than the figures previously presented in the Draft Budget and at the work session, primarily due to increased revenue associated with the real estate reassessment.

Mr. Coggsdale added the FY2012-2016 Capital Improvement Program for the next five years totals \$5,040,000 in expenditures. The proposed items in the CIP for FY2012 total \$2,116,000 in expenditures from a variety of funding sources. The adoption of the budget and the Capital Improvement Program only appropriates the funds for the first year of the Capital Improvement Program; the remaining four years are for informational and planning purposes only.

He mentioned the recent real estate reassessment conducted by Campbell County has a projected increase in the Town of Altavista's of approximately 4.5%. Based on this figure, the Town could realize a revenue increase of an estimated \$21,000. It should be noted that the Town's real estate tax collection rate for FY2011 is 96% at this point and the reassessment process is not complete at this time. The final assessment numbers will not be available until the Board of Equalization has completed its work. Based on this increase and the requirements of the Code of Virginia, the Town must also conduct a public hearing on this item.

Mr. Edwards questioned if Council would have the opportunity to set a tax rate at that time.

Mr. Coggsdale suggested advertising at the current rate because you can go down on rate but cannot increase.

A motion was made by Mr. Mattox, seconded by Mr. Coleman, that Town Council set a public hearing for the FY2012 Budget and FY2012-2016 Capital Improvement Program for Tuesday, May 10, 2011 at 7:00 p.m. and real estate assessed values.

Motion carried:

VOTE:	Mr. J.R. Burgess	Yes
	Mr. Ronald Coleman	Yes
	Mrs. Beverley Dalton	Yes
	Mr. Charles Edwards	Yes
	Mr. Bill Ferguson	Yes
	Mr. Jay Higginbotham	Yes
	Mr. Mike Mattox	Yes

b. Altavista Tourism Plan-Altavista Chamber of Commerce/Altavista on Track

Ms. Jo Kelley, Altavista on Track Director, addressed Council advising AOT and Altavista Chamber of Commerce have been working to develop the beginnings of a tourism plan for the Town of Altavista. This is in cooperation with the work Campbell County has done so that the plan would mesh and enhance Campbell County's plan. Council was presented a copy of the developed plan beginning with two focus group sessions over the last year. She mentioned they have also worked the Virginia Department of Tourism representative to develop this plan. Ms. Kelley asked Council for a consensus that the Altavista Tourism Plan would be another economic development tool for the Town. Ms. Kelley noted there are some tourism grants that may be available for the Town and asked for letters of support.

Mrs. Patty Eller, Altavista Chamber of Commerce Director, invited Council to an educational session with the Department of Tourism on May 3, 2011. She mentioned a task force of 19 people was formed after the plan was developed.

Mayor Burgess questioned the opinion of Altavista Chamber of Commerce in regards to the special use permit request by Dominion Virginia Power.

Mrs. Eller stated due to a conflict of interest, the Altavista Chamber of Commerce would remain neutral.

12. Town Manager's Report

a. Project Updates

VDOT Enhancement Project and Downtown Utility Replacement Project
Project 2 Bids were received. (Bids will be considered at this meeting.)

Community Development Block Grant

Façade Improvements

Streetscape (Gateway Park)

Completed.

Upper Story Housing

Contracts have been signed on most units.

Work is ongoing on most units.

Marketing

Way finding signage installed.

Library Roof project

Work continues on this project.

Armory Reuse

Discussed previously

WWTP Emergency Overflow Pond

Monitoring Well Sampling/Sludge sampling is under way.

b. Reports

- i. Departmental
- ii. Other

c. Other Items as Necessary

d. Information Items

c. Matters from Town Council Members

Mr. Mattox questioned if adjustments to the special use permit were going to be made and asked for time to allow for doing so and the meeting with Mr. Cobb is another very important issue and asked Council to schedule that meeting on a separate night.

Mr. Higginbotham referred to the Special Use Permit stating it allows for the delivery of coal and biomass.

Mrs. Dalton stated the plant does not burn coal, why would they take in coal.

Mr. Higginbotham asked why allow them to truck coal in if they are not going to burn coal. The SUP needs to be modified.

Mr. Mattox stated he, Mr. Edwards, and Mr. Ferguson are going to meet with Dominion to discuss some ideas with them and look at a resolution.

Mayor Burgess stated Council is obliged to vote at the next Council meeting.

Mr. Higginbotham stated with the steam issue, he wants to utilize steam for the PCB issue if needed.

Mrs. Dalton stated although not in writing, a lot of promises have been made including moving up the project on Pittsylvania Avenue and felt Council should hold them accountable for the items offered. She did not feel a lot of adjustments could be made in the SUP.

Mr. Coleman stated looking back on the previous SUP; a lot of these items were not enforced.

A citizen suggested Dominion Virginia Power pay the same at both power plants, the truckers don't want to spend the extra fuel to get from one to the other.

d. Closed Session

Mayor Burgess asked if there was anything else to bring before Council.

The meeting was adjourned at 10:27 p.m.

J. R. Burgess, Mayor

J. Waverly Coggsdale, III, Clerk